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A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 28th July, 1908.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic address: Press. Cable: A.S.W. 5th Rd. Tel. 20. B. 20. Telephone No. 12.

BIRTHS.

On July 24th, Shanghai, the wife of J. V. C. Davis, of a son.
On July 25th, Shanghai, the wife of R. H. Lee, I. M. Customs, of a daughter.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LOI ON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 4TH, 1908

CONTEMPORANEOUS with the movement to put her army on a proper basis and to establish a navy, China has shown a desire to remodel her judiciary and to ensure purity of administration. The subject has long been under consideration, and we remember that Wu Ting-fang, the present Chinese Ambassador at Washington, a gentleman with a thorough knowledge of Western methods, submitted a proposal which embraced a revised code of criminal laws. That, however, only applied to one section of the law, perhaps the most needful of reform from the outsider's point of view, and did not pretend to take any cognizance of the other sections which are no less bulky. Humanitarians interested in China are most anxious to see torture abolished, and while admitting the value of the various punishments inflicted, with the Empire at the time they were instituted they wish, and rightly too, to secure the introduction of methods more in accord with modern ideas. At any rate, it is argued that the Chinese are still a barbarous people, and can only be kept in restraint by barbarous punishments, but to that opinion we can hardly subscribe, especially when we remember that in Britain serious crime diminished in consequence of the modifications in our criminal laws. To take only one example. When highway robbery ceased to be an offence punishable by death, highway murders decreased in number. The reason is obvious. The highway-man,

in the first instance, realising that if his victim escaped his life was endangered, had practically no option but to add murder to robbery. Subsequently when the death penalty no longer attached to the offence of robbery there was no incentive to murder, because whether he was convicted of that robbery or not his life was still safe. In like manner it might be inferred that murder and violence would cease to be so common in China as at present were robberies and piracies and other offences not met with capital punishment. We do not say it should be done, but the suggestion is perhaps worth consideration by those interested.

Unlike the laws of other countries, the law of China is codified and accessible. But it is archaic, and it is perhaps not too much to say that in many cases those who practise it and obey it do not pretend to understand it. The fact that it has come down from their ancestors is enough for them. The old law which has descended to them has been preserved merely because it was old. But while we do not value law because it is old it does not follow that we regard old law as valuable. By no means. There are laws, the foundations of European legal systems, which we appreciate perhaps all the more because they have been recognised and obeyed from time immemorial, but Western systems have developed from the Greek and Roman Codes, whereas the Chinese system, which was contemporaneous with these, but independent, is, practically the same to-day as it was in those early days. Mongol and Manchu adopted the Chinese system of Government and ethics as they found them and proclaimed them incapable of improvement. That time has passed, and the opinion is now freely expressed that improvement is necessary and desirable.

Without attempting a discussion on any theory of jurisprudence—a subject which presents too many subtleties for any but the trained legal mind to grasp—it may be indicated that the law of China is based on the patriarchal theory. The unit in China is not the individual but the family and the law is so framed as to be adjusted to a system of small independent corporations. As Mr. DYER BALL points out, "a family is responsible for the good behaviour of its members, a neighbourhood for its inhabitants, and an official for those governed by him." To replace this system by one based on a Western model making the individual responsible would involve changes of too radical a nature to be appreciated by a conservative people like the Chinese. It would be subversive of the existing social system, and to submit a scheme involving that proposition would be for its promoters to court defeat. At the same time it must not be overlooked that the principle of the responsibility of the individual has been extended very materially since the Code was originally framed, and progress, necessarily slow, may reasonably be anticipated on similar lines.

A most hopeful feature of the budding reform movement is the fact to which publicity is given by a Chinese organ published in English that "Commissioners have been sent to various foreign countries to make special studies in this line [laws and their administration] and the knowledge which they have accumulated should prove of benefit to the country." Not only the codifying of laws is aimed at, but the betterment of the administration. Corruption, it is generally admitted, is common in China, but how can it well be otherwise when officials are inadequately paid and "squeeze" or "donations" have to be reckoned as part of the remuneration for the offices which they hold? Undoubtedly there are many honest patriotic officials in the Empire, but that does not remove objection to the principle which gives opportunity for irregularities. The system must be changed. A comprehensive code of laws and an honest judiciary are not impossibilities, and when these are attained the purity of the Chinese administration should be as seldom impugned as that of Great Britain. The question suggests itself—What system is likely to give such results? The answer is supplied by the journal to which we have already referred. It remarks that the British "Colonial Administration allows a good deal of latitude in the interpretation of the law and is also adapted to local conditions by Orders in Council specifying modifications which experience shows to be expedient." In conclusion, it is interesting to note that Li Yao-chun, having returned from Japan, whose legal system he was studying, has been instructed to proceed to British Colonies, especially those where Chinese are resident, to take note of the methods in operation there. "If the reputation of the British Colonial Bench," adds the jour-

nal in question, "is found to be really up to standard and if Li Yao-chun can instil lessons of honesty and impartiality into the judiciary of China a great and good work will have been done for this country by his voyage of inspection." And so say we.

Sir Robert Hart was received by H. M. the King at Buckingham Palace on June 26th.

The American Fleet left Honolulu for New Zealand on July 22nd.

Shanghai is to have another club, the latest addition taking the form of a yacht and social club.

Bishop Andry, Bishop in South Tokyo, last month went into a London hospital for an operation.

It is stated that the Department of Communications of Japan has persuaded China to join the postal union.

Viscount Komura was to leave Europe, on the 27th ult. for Japan, travelling by the Trans-Siberian Railway.

The Belgian Consul at Hankow, M. T. de Snick, has committed suicide by shooting himself with a revolver, in a fit of temporary insanity.

The native editor of "The Korea Daily News" has been committed for trial for alleged embezzlement of subscriptions for the redemption of Korea's indebtedness to Japan.

A Spaniard named D. Francisco Gracia has been arrested at Shanghai by order of the Consul for Spain on a charge of "attempting to provoke a duel and with insult contrary to law."

The directors of the Eastern Extension Australasia and China Telegraph Company, Limited, have declared an interim dividend for the quarter ended March 31st of 2s. 6d. per share, free of income-tax.

His Excellency the Austrian Minister in Peking has informed the Wei-wu-pu that Dr. Karl Bornemer, at present Austrian Consul in Tientsin, is to be transferred to Shanghai to take up the post vacant by the death of Mr. von Buri.

The Japan Chronicle regrets to record the death of Captain Henry Pape, formerly in command of one of the Bismarck-class, and a well-known personality in the Far East. The deceased was in the employ of the Bismarck firm for more than twenty years, and opened their service to the Orient.

A Japanese Consulate is to be established at Batavia this year. It is the rule of the Netherlands Government to conclude a Treaty of Consular Service with any country which establishes a Consulate in a Dutch colony. In compliance with this usage, a Treaty of Consular Service in Batavia has been concluded, and ratifications will be exchanged in a few days.

A Foochow dispatch states that H.E. Sung Shon, Viceroy of the Min-cheo provinces, has informed the Throne that he has ordered the cultivators of the 27,500 mow of land which comprise the entire area upon which poppy is planted in Fukien province, to begin sowing cereals on it early in the autumn, under pain of confiscation to Government if the poppy plant is still cultivated there.

Mr. H. C. Chambers, A.M.I.C.E., Assistant Civil Engineer in the Director of Works' Department at Hongkong Dockyard, who was recently invalided home owing to ill-health, has been appointed to Portsmouth dockyard for duty. He will be succeeded at Hongkong by Mr. H. F. Bowen, A.M.I.C.E., Assistant Civil Engineer, of Portsmouth dockyard, who sailed last month.

Apparently all is not quiet on the Korean border. A telegram from Kiriin dated 25th July, states that Yi Fan-yin, a Korean, with his men to the number of six or seven thousand, have fought with the Japanese at the sea port of Wenkei and killed over forty Japanese soldiers and three officers. The Koreans of Chio gain left there for Kiriin to take refuge and the Chinese authorities are taking great precautions on the border of Korea.

Notice is given in the Straits Government Gazette that the Secretary of State for the Colonies will at an early date submit to the King an application for the demonetization of old Straits dollars and half-dollars. These coins shall cease to be legal tender after December 31. If unannihilated, and of not less than the least current weight, they will be accepted at the Government Treasury in exchange for currency notes or local coin up to the end of the year.

The arguments in the Hongkong case of J. Ullmann & Co. v. Leubs and another before the Judicial Committee of the Privy Council occupied four days. The Judges present were Lord Robertson, Lord Atkinson, Lord Collins and Sir Arthur Wilson. Mr. Younger, K.C., Mr. E. H. Sharp (K.C. of the Hongkong Bar) and Mr. A. C. Nesbitt were counsel for the appellants; Mr. P. Ogden Lawrence, K.C., and Mr. D. M. Kerly for the respondents. At the close of the arguments Lord Robertson said that the Judges would take time to consider their judgment.

By the steamer "Huangrang," which left Shanghai last Tuesday, the police of the inter-port police team left for Hongkong. In all there were ten animals, Mr. A. W. Barkill and Dr. Keylock taking three each, while the others had two apiece.

On Saturday night the police found the body of a Chinese girl, six years of age, hanging from a beam in a house in Wanchai, a rope being attached to the neck. It is a case of suspected murder, and the mother of the girl, two women and a man have been arrested pending inquiries.

Further reports have been forwarded to the police of junks stranded and lives lost in the recent typhoon. The list at the Central Station yesterday showed that 357 persons were missing, 206 were drowned, 68 were killed ashore while 14 were reported injured. This gives a total of 643.

Appropos typhoon signals. Some comment was caused on Sunday night by the long interval allowed to elapse between taking down the "daylight" signals and hoisting the night signals. For almost half an hour no signals could be observed on the "Tamar." It would be interesting to have an explanation of this delay.

The Blue Fannel steamers, says the N.C. Daily News, are experiencing a remarkable run of ill-luck. Yesterday (last Tuesday) a fireman on the "Patroclus" fell down the bunkers and broke his ribs. The seaman who fell from the fore-top of the "Agamemnon" and whose life was only saved by the plucky intervention of a comrade at the expense of a fractured ankle and wrist, lies with a broken back in the General Hospital, Shanghai, where in all probability he will be for several months.

A Paris message to the London papers states that regret is expressed in certain organs at the reduction of the military forces in Indo-China, decided upon as a measure of retrenchment by Parliament. The Budget, which amounted to £12,000,000 (£270,000) for that purpose in 1907, has been reduced to £15,000,000 (£300,000) for the current year. The French forces in Cochin China, Tong King, and Annam muster a total of 25,500, of whom 732 are officers. This total includes only 12,059 whites, officers and men, the rest being natives.

After a closure of some seven months the United States Court for China was reopened by Judge Wilkey on the 26th ult. Among the civil cases called that day was one in which the Hongkong Milling Co. were plaintiffs and Messrs. Fraser & Co. defendants. Plaintiffs' attorneys Mr. Mrs. Drummond, White-Cooper and Phillips did not appear. For the defendants Mr. Sterling Fessenden appeared and said he was instructed by his clients to make application for the case to be discontinued.—His Honour remarked that plaintiffs' counsel ought to have been present to make the motion.—Mr. Fessenden.—The matter was settled amicably. On his Honour's suggestion Mr. Fessenden agreed to file a written motion for dismissal.

Mr. J. H. Kemp was the only magistrate presiding at the Police Court yesterday, and although he had a comparatively long list of cases there were few of public interest. A boy who had been employed at the Hongkong Hotel, I to the servants' quarters at 11, Wellington Street on Sunday to remove his clothing, but did not obtain permission to enter. One of the boys in the quarters refused to allow him to enter. The result was a quarrel in which the defendant drew a knife and cut the boy across the hand. Mr. Kemp informed the accused that he was not justified in using a knife and fined him \$20, in default three weeks' imprisonment.

TYPHOON WARNING.

The following telegram was dispatched from the Manila Observatory at 3.15 p.m. yesterday and received at the American Consulate at 5.30:—

"Cyclone on typhoon East of Bashi Channel, moving N.N.E. or N.E."

THE VISIT OF U. S. FLEET TO CHINA.

Tsao Tai Mei Hsing-tien, head of the Tientsin branch of the C. M. S. N. Co., has left that port for Amoy via Shanghai to join Vice-Admiral Sha Chün-ping, Commander-in-Chief of the Peiyang and Nanyang squadrons of the new reduced Chinese Navy, in making preparations for the reception of the American Pacific Battleship Fleet, which is due to arrive at Amoy on September 14. Besides Admiral Sha and Tsao Tai Wei, the Commissioner of the Imperial Maritime Customs at Amoy will also take part in the reception on behalf of the Chinese Government. The Viceroy at Foochow has been instructed to enter all monies spent on this occasion to the Government's account for 1908. The Chinese officials will repair a number of ancient temples, will attend to the building of a wharf, the construction of new roads, the erecting of a grand stand after foreign methods in the parade ground for the American admiral and his staff to review Chinese troops, the purchase of several hundred new rifles from Japan for the conveyance of the American marines and sailors on land and will arrange a number of receptions for the official reception of the various battleships during their sojourn at Amoy as guests of the Chinese Government. N.C. Daily News.

IN THE LIFT.

Old Lady.—Don't you ever feel sick going up and down in this lift all day?
Lift Boy.—Yes'm.
Old Lady.—Is it the motion of the going down?
Lift Boy.—No'm.
Old Lady.—The motion of going up?
Lift Boy.—No'm.
Old Lady.—What is it, then?
Lift Boy.—The questions!

CORRESPONDENCE.

THE DISLOCATION OF THE TELEPHONE SERVICE.

[TO THE EDITOR OF THE "DAILY PRESS".]

DEAR SIR,—I should be much obliged if you can find room in your valuable columns for the following explanation.

I have received a great number of aunts and verbal messages complaining of the unfortunate dislocation of the telephone service. Quite a large proportion of these messages show a curious misunderstanding as to the nature of the telephone line and I think that if the matter were explained more patiently would be evident on such occasions as the present.

One gentleman informs me that he cannot understand why his telephone should be wrong as in the office overhead they are using theirs; another that to put his telephone right can only be a matter of ten minutes' work as the one next door is in order.

Every subscriber must have two separately insulated wires from his telephone to the Exchange and every possible means is employed so that they shall never in any sense "go shares with the man next door."

On an average nine-tenths of each line is underground and is therefore unaffected by the storm, but the other tenth has been blown away.

A great number of wires have to be re-erected and this must be done in proper order; individual lines cannot be attended to out of their turn without setting the whole work back indefinitely.—I am, Yours, &c.

FOR THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO.
W. L. CARTER,
Manager.

THE COMING BOXING CONTEST.

[TO THE EDITOR OF THE "DAILY PRESS".]

U. S. S. "Wilmington,"
Hongkong, August 3.

SIR,—Having heard several remarks passed to the effect that [the "Simms-O'Rourke" bout was going to be a fake fight, I take this opportunity to express myself in the premises. This bout will undoubtedly be the best ever put on in Hongkong. In Shanghai last year, Simms and O'Rourke fought a fifteen round draw, which subsequently resulted in much bad feeling between the two parties, and the coming fight will decide the best man.

Sporting men of repute in Shanghai stated that the fight of Simms and O'Rourke, at that place, was the best ever witnessed there, and also elsewhere in the Orient, they believed. The reports of the fight in the Shanghai papers will corroborate this statement.

On board the "Wilmington" there is much at stake, one of these men being in the engineers' force, and the other on deck; and all who are acquainted with man-of-war affairs will readily understand that each side will be faithfully supported.

In addition to the above reasons, the "Wilmington," has acquired a sporting reputation which it can't afford to lose.

Ensign W. D. Gresham, U. S. Navy, of the U.S.S. "Wilmington," widely known in Hongkong, has consented to referee the bout; and all who know Ensign Gresham, know him as a square man and a good sportsman.

W. H. BAROWSKI,
Manager.

BANKRUPTCY OF MR. C. E. ETTI.

A sitting of the London Bankruptcy Court was held on 2nd July before Mr. Registrar Brougham for the public examination of Charles Emmrich Etti, late of 98 and 101, Leadenhall-street, E.C., whose accounts show total liabilities £2,333 and a deficiency of £1,783. In reply to Mr. Daniel Williams (Official Receiver), the debtor stated that he came over from China in 1905, and had since been interested in the Eastern Asia Trading Association, the Anglo-China Trade Journal, the Russian Transport Company, the Liopinski Gold Mining Syndicate, and other undertakings. He had also been concerned in various accommodation bill transactions, in respect of which a liability of £1,256 rested upon the estate at the date of the receiving order. The examination was concluded.

THE BRITISH ARMY.

OUTSPOKEN CRITICISM.

Lord Milner and Lord Roberts turned a keen light on the poor prospects of Mr. Haldane's Territorial Army in two striking speeches at the National Service League's dinner at the Trocadero Restaurant last month. "If we support the movement," said Lord Milner, "we may be accused of infidelity to our principles, while, if we do not support it, people will say: Is not the supreme object the security of the country?"

Mr. Haldane has found that when he insists on the conditions which he himself has declared to be necessary for efficiency he cannot get recruits. The fault is not in the men. There is no country in the world where the Volunteer principle will carry further, but the principle itself is insufficient. It penalises patriotism.

"What ought to be done by the whole nation, is left to the spasmodic efforts of the patriotic few. For that reason efforts to provide a national army for the Volunteer have been abandoned."

CANTON.

[FROM OUR CORRESPONDENT.]

2nd August.
NOVEL METHOD OF TESTING PROFESSIONAL PROFICIENCY.

Owing to considerable sickness and numerous deaths amongst the men in the Army here Viceroy Chang has given special instructions to all the officers in charge of the Military Hospitals to find out and report to him the proficiency of all the Doctors engaged in these institutions. In order to do this effectively H.E. Chang suggests that classification of the different kinds of cases in the hospitals be made, and those who are suffering from the same disease be placed under the treatment of each Doctor for a certain period and at the expiration of the fixed time to decide their merits on the percentage of patients cured. It is reported that almost 90 per cent of the patients recently taken into the Military Hospitals are men suffering from cholera and the death rate amongst them has been very high. Doctors who are placed in charge of the cholera wards, I believe, will have very little chance of proving their competency.

FOOD AND ICE.

It is again rumoured that an Ice Factory is going to be put up here. That there is scope for an ice plant, nobody doubts, but I do not think the water here is very suitable. We are getting very good ice from Hongkong at practically the same price as in Hongkong and, thanks to the new hours advertised by Messrs. Pettit & Co., we can get ice at almost any hour of the day.

MILITARY AND OPIUM SMOKING.
Sometime ago a Bureau was established exclusively for the suppression of opium smoking amongst the Civil officials and it is reported to have done good work. His Excellency Viceroy Chang, on receipt of a satisfactory report from the above department immediately gave instructions to the Military authorities to establish a similar Bureau.

THE RECENT TYPHOON.

The Naval Department has reported to the Viceroy that they have lost 31 gigs out of 33 in the recent typhoon and the report also mentioned that all the metallic covers for protecting the big guns at the Fa Moon Forts have been demolished. The wireless telegraphy apparatus at Wai-Yuen was also blown down.

GUNBOATS COMPLETED.

Owing to insufficiency of light draft gun boats for patrolling the West River, last year Viceroy Chang instructed Admiral Li Tsan to order four shallow draft gun boats from Hongkong. They are to be equipped with modern guns. The contract price for building the four vessels including the supply of their outfit is said to be over 300,000 taels to be paid in three instalments of which two instalments have been paid. Recently Admiral Li reported to the Viceroy that the gunboats have been completed and requested that instructions be given to the Likin Bureau to pay the final instalment of 100,000 taels.

THE BERESFORD-SCOTT SIGNAL INCIDENT.

The following is the communication made to the Times respecting the Rear-Admiral Sir Percy Scott disobeying a signal given by Admiral Lord Charles Beresford:—

"The Good Hope and the Argyll were abreast of one another on a parallel course, 1,300 yards apart. Lord Charles Beresford made a signal to them ordering the Argyll to turn 16 points to star-board and the Good Hope to turn 16 points to port.

"Had the signal been obeyed the Good Hope and Argyll would have collided, as did the Victoria and Camperdown. The Argyll obeyed the signal; the Good Hope, to avert a collision, disobeyed the signal.

"The case is in some ways parallel to that of Sir George Eryon in the Victoria, but there is the following difference. Admiral Markham, although he realised the danger, most-headed his answer, and was thereby compelled to obey the signal. Sir Percy Scott, seeing that by obeying the signal a collision would take place, did not most-head his answer, thus leaving it open for the flagship to negative the signal, or for the Good Hope not to obey the signal.

"At the Victoria Court-martial the Court in their finding expressed regret that Admiral Markham did not communicate his dissent to the signal to his Commander-in-Chief, but they added that it would be fatal to the best interests of the service to say he was to blame for carrying out the directions of his Commander-in-Chief, who was present in person.

"When the Good Hope turned to starboard instead of to port as ordered the following signals were made:—

"July 7, 3 p.m. Flag to Good Hope.—Did Good Hope take in the signal for her to turn to port?
"Reply.—Yes; but Good Hope did not go close up before the signal was hoisted down."

The method of making signals in the Navy is for the flagship or senior officer to hoist the signal ordering the evolution or manoeuvre. The other vessels then hoist the answering pennant "to the dip," but do not hoist "close up" until they are assured that they understand the meaning of the signal. When all the ships have their answering pennants "close up" then the flagship hoists down the signal and the evolution is performed. In this case we are told that the signal was hoisted down, thus ordering the evolution to begin, before the Good Hope had hoisted "close up" to show that the meaning of the signal was understood.

EMPIRE DAY RIFLE CONTEST.

The Daily Mail Empire Day Rifle Contest for 1908, in which 448 rifle clubs and associations in all parts of the Empire entered teams, has now concluded. The chief trophy, the 210 guineas Empire Cup, is held for the year by the East London (Cape Colony) Rifle Club with the score of 824 points out of a possible 840. The club also wins outright the 50 guinea cup for the club making the best score in any part of the Empire outside the United Kingdom. Second position was secured by the Railway and Works Rifle Club, Brisbane, Queensland, with a score of 807 points, while the Bangor Rifle Club, Victoria, is third with 788. The 50 guinea trophy for the club obtaining the best score in the United Kingdom was secured outright by the North London Rifle Club with a total of 793.

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, July 3.

SIR ROBERT HART, B.C.L.

Sir Robert Hart was one of those upon whom the University of Oxford conferred the honorary degree of D.C.L. on Wednesday. Among the others were Sir Ernest Satow and Mr. Lloyd George. As usual the undergraduates had a good deal of chaff for the visitors but the name of Sir Robert was received with general cheering and he was more courteously treated than the younger men. Mr. Lloyd George was assailed with remarks pertinent and impertinent as to his office of Chancellor of the Exchequer, and one youth demanded in stentorian tones "When am I going to get my Old Age Pension?" Undergraduate humour does not however seem to be improving with the years and most of the sallies fell rather flat.

By the next mail I will send an account of the dinner to be given next Tuesday night to Sir Robert Hart by the China Association. The demand for tickets has been very great notwithstanding the intense heat, and it is not putting it too strongly to say that Sir Robert is the greatest "draw" in our public life to-day. Everybody's attention has been called to his marvellous term of service in the Far East and the admirable way he has used it for the advancement of the Chinese Empire and the improvement of Chinese relations with Britain and Europeans generally. The Belfast Corporation has conferred on him the freedom of the city and other important towns are following suit.

THE OLD AGE PENSIONS BILL.

The Government is apparently getting uneasy as to the cost of the Old Age Pensions scheme they have rushed into. The revenue is going down and yet the House has forced them to broaden the basis of the pensions, to adopt a sliding scale, and to grant married couples and old recipients of pensions living together a more liberal allowance than was at first intended. All these things are running up the cost and Mr. Lloyd George has announced his belief that he will "have to raise some more" next year for the necessary golden eggs to meet the promises. That is not a bright outlook, and people are wondering what will be taxed to bring in sufficient to meet the expected deficit. There are persistent rumours also that though Mr. Hildesley's Army scheme has not yet had a chance to show its qualities the Government are bent on enacting the Army and are now considering the withdrawal of the South African garrison, the abandonment of the Cardwell system on which the present policy is based, and the reduction of the home forces. There is undoubtedly a strong and aggressive body in the House in favour of rigid Army economy, but in view of the heavy Imperialist leaning in the Cabinet and the determination of Mr. Asquith to have every man stick to his post and work his department efficiently, I see no danger of such views being translated into action.

THE NAVY.

The situation in the Navy is different. Few men of either party are seriously disposed to meddle with a strong navy programme. There is just now, however, a personal matter that is causing some trouble. Lord Charles Bessford is at the bottom of it. Since he quarrelled with Sir Percy Scott, when the latter signalled that "painting and looking pretty are apparently more important in the Navy than gun practice," the two have not been on speaking terms, and now the pugnacious Commander of the Home Fleet has shown his antipathy to Sir John Fisher in the most unmistakable way. There was an official reception last week and Sir John Fisher attended as head of the British Navy. Seeing his subordinate, Lord Charles Bessford, in a group of men the First Lord went over in the most friendly way and held out his hand. Lord Charles ostentatiously placed his hands behind his back and ignored the extended hand of Sir John. This incident was observed by many people and soon became the talk of the town. There is some irritation generally that Lord Charles should make such a regular policy of personal opposition. It is reported, however, that Lord Charles intends shortly to resign and re-enter political life, where he will have ample opportunities to exhaust his steam in public.

THE PAN-ANGLO-CHINESE CONGRESS.

As a result of the Pan-Anglo-Chinese Congress not only has the Church of England collected a special thanksgiving fund of upwards of \$400,000, but there has been a great accession of candidates for missionary work, especially in the Far East. The campaign for funds for the China missions, initiated by Lord William Cecil and others, has riveted the attention of the religious bodies on the China field, with the result that the Church Missionary Society has never had so many applicants as during the past two months.

The American and Colonial bishops have been very conspicuous. The American Bishop of Shanghai, Dr. F. R. Groves, and the American Bishop of Tokyo, Dr. J. McKim, have received the honorary degree of Doctor of Divinity at the hands of the University of Oxford. The medical branch of the missionary services in China has received especial attention and all the bishops of the Far East, particularly the Bishop of India-China, have been to the great utility of a medical knowledge in getting into touch with the Chinese.

THE ROYAL COLONIAL INSTITUTE.

The annual conference of the Royal Colonial Institute last week was held as usual in the galleries of the Natural History Museum, South Kensington, and there was a great crowd of members and friends. The collection of animals served to occupy the attention of all parts of the Empire there were so many mutual friends that the evening was most pleasant in spite of

the heat and the crush. As usual the catering was excellent and the musical programme was Imperial in character, and high class in selection. Perhaps Australia and the Cape sent the greatest number of visitors, but the Far East had many representatives, including those whose names are familiar as officials of the China Association and the China Society. The vocalists were Miss Ada Forrest (South Africa), Miss Violet Elliott (Australia), Mr. Philip Simmons (England), and Mr. Sydney Jarvis (Canada), the conductor being Mr. P. Mayon-Libbs of Melbourne.

TIBETAN MEDICINE.

Great interest has been roused in medical circles by the discovery of a "Handbook of Tibetan Medicine," first published twelve hundred years ago, which proves that in that day and in that remote land many of the principal medical truths, believed to be of more recent discovery, were well recognised.

The book came to light through an appeal sent to the Czar to establish Russian medical schools in Siberia, where among the natives the Tibetan school of medicine is practised. The Russian Academy of Medicine took the matter up and the book came into their hands for examination. The parts of the body, including the number of nerves, were found to be fairly accurately stated, and the directions for good health were laid down on the lines of cleanliness, simple living and the avoidance of excesses. The methods of ascertaining a person's health were apparently the same as obtain today, including the looking at the tongue, feeling the pulse and so forth. Vegetable medicines were advocated, also baths, compresses, massage, and blood letting, and a few were fixed for the punishment of physicians who did not keep instruments clean.

THE OPIUM QUESTION.

The opium question is exercising the minds of the authorities both of the United States and Canada. President Roosevelt has selected Mr. Thomas Burke of Seattle and Dr. Hamilton Wright of Maine to investigate the extent to which the drug is used in the United States and the Philippines, while Dr. Tenney of the Legation in Peking, is to study the situation in China. Then these three representatives will attend a Commission on an international basis in Shanghai early next year.

In Canada the influx of Orientals has doubled the use of the drug in twelve months and there are six establishments openly preparing it for consumption. The Canadian Government is being memorialised by the churches to prohibit the importation and preparation of the drug, as it is feared that the opium habit is spreading among Anglo-Saxons in Canada as well as among the Chinese.

All the British religious bodies were represented on Thursday night at a great anti-opium meeting at the Queen's Hall in support of the Government's decision as to the opium traffic in the Crown Colonies. The Bishop of London who presided said Great Britain was absolutely bound to stand by China in this matter and the sacrifice China was making was such that the sacrifice by India would be as nothing. They desired the Government to shorten the time limit in India for the cultivation of the poppy, but he declared that Great Britain should help India to bear the burden of the loss. To this end Dr. D. Brook, President of the National Free Church Council, moved a resolution and it was carried after Dr. Gibson of Swatow had seconded it. A further resolution urging firmness in dealing with the opium question in Hongkong and elsewhere was also carried with acclamation.

CHINA'S FOREIGN MINISTERS.

China's representatives in America and England are making themselves very popular by their interest in Western affairs and their presence at social and public functions. Lord Li, our new Minister in London, seems to be here, there and everywhere and the fact that he can handle the English tongue and is backed by so witty and resourceful a lieutenant as Secretary Ivan Chen brings him into closer touch with our public than any one since the late Sir Chih Chen Lo Fung hui. In America, Wu Ting Fang is equally ubiquitous. His latest utterance to the students of Iowa was that China depends on the students educated in America and other Western Colleges to carry on the reforms in civilisation to which the Chinese nation aspires. He received the honorary degree of LL.D. at the Iowa University. This week Lord Li has been one of the guests at the great pageant at Winchester which has been portraying the history of the ancient city.

THE SUFFRAGETTES.

The Suffragettes are in fighting form again and twenty-five of them have been charged before the magistrates with brawling outside the House of Commons. The proceedings were really a broad farce. The police escorted them to and from the House of Commons as though they were honoured guests. There was no opportunity for that kind of grievance that the suffragette uses to create disturbances, and the chagrin of her was the funniest thing the man in the street has seen for a long time. In the evening things began to get rough, but the number of suffragettes was small: the bulk of the crowd consisted of youths bent on mischief. Most of the arrested boys have been elected to go to prison. One said it would "be home next time" but nobody takes that threat seriously. It was a good enough advertisement for the lady though, so she is happy, and says so. In the crowd that night the pickpockets were very busy. Even some members of Parliament who were escorted across the street by police lost their gold watches. Since then there has been another diverting incident. The Suffragettes had planned to have a demonstration yesterday, but they learned that the police annual fête at the Crystal Palace was on, so they cancelled the demonstration out of regard for the police who would have had to attend the demonstration

and preserve order. Such is the yearning of the Suffragettes for being arrested and the gratitude of them to the men who carry it out!

THE WEATHER IN ENGLAND.

For three weeks or more we have not had a drop of rain. Most of the country is burned up, but the pleasure seekers are having the time of their lives. By day also cool breezes relieve the strain of the heat, and at night the beautiful effects of the Aurora Borealis spread over the northern sky till at one in the morning it is light enough to read a newspaper. I scarcely remember such fine sky effects in England, and they would compare favourably with what I have seen from the hills of Morocco.

HENLEY REGATTA.

One remarkable thing this year is however the drop of the interest in Henley Regatta. On other years it was difficult to get a boat for less than two guineas for the afternoon. This year the same accommodation could be had for seven and six pence. It is the motor car that has wrought the change. The car is responsible for much that is complained of. The tailors and batters declare that men are no longer buying smart summer clothes, the house agents cannot let furnished town houses and flats, and trade in town is generally suffering from the rush of people to the country in flying trips.

AGRICULTURAL PROSPECTS IN EUROPE.

Reports from Russia and Austria do not indicate a good season for agriculture in either country. Hailstorms have been followed by drought in eighteen provinces of Russia and a million acres of cereals have been badly damaged. A famine is predicted and in Austria, where there has been no rain for six weeks, the situation is equally gloomy.

REFORMING THE JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

The Lord Chancellor's Bill for reforming the Judicial Committee of the Privy Council has been generally approved but exception is taken to one or two points. It is drafted with the object of bringing the British Dominions overseas into closer touch with the "Court of the King in Council." It will have powers to summon and judge in the British Colonies or India; to sit as an assessor of the Judicial Commission on the hearing of any appeal from his Colony. This is intended to do away with the complaint of some colonies that their cases have been referred to a dingy room in Downing Street far away from any Colonial judge. The Committee under the Bill will not exceed seven but that number may include all the judges of the High Court of India who may chance to be members of the Privy Council. This is taken to be a mistake, as the number of Indian judges might conceivably occupy most of the space in the Committee. There seems to be a disposition in legal circles to favour no limitation of the number at all, and the right to membership should extend to all the Colonies.

THE CHANNEL SWIM.

FINE PERFORMANCE BY WOLFF.

The Channel Swimming Season opened last month with a fine performance by Mr. James Wolff, who, starting from near Dover, swam for fourteen hours, at an average of thirty-five miles, and finally gave up three miles from France owing to the tide driving him back.

Throughout the day the weather was beautifully clear, and the swimmer could be followed somewhat easily on a very rapid swim across the Straits until 5 o'clock in evening, when the French coast became enshrouded in a thick haze. It was 4.5 a.m. when Wolff waded into the water at the South Foreland Lighthouse, near Dover. Under the advice of his French pilot, M. Dutertre, the swimmer took a different course from the Godwin, the object being to swim for Calais instead of to the west of Cap Grisnez, which has been the objective of most Channel swimmers.

It was a beautiful morning, but the air was cool and the temperature of the sea did not exceed from 58deg. to 59deg. The temperature, however, had no ill effect upon Wolff, who has previously made all his practice swims this year in the sea at a much lower temperature.

He swam with his usual left over arm stroke, and about twenty-two to twenty-five to the minute, and pulled very quickly away from the shore, followed closely by his attending boat, the yacht Sea Wolf.

Several gentlemen on the steamer occasionally took a turn in the water with Wolff, but they were unable to keep up with him for very long. On board the yacht were a couple of pipers who frequently played Wolff's favourite tunes.

Several ships were passed in the Channel, including some man-of-war on their way to the manœuvres.

Towards midday and for two or three hours afterwards the sea was like a sheet of glass, and the heat of the sun was so great that Wolff wore his goggles and a head-dress to protect him. Swimming on the ebb-tide, Wolff made a line in the direction of a point about two miles east of Cape Grisnez, and about 2.30 he got to within seven miles of the French coast, two miles from Cape Grisnez Point.

At this time the tide had commenced to run eastward, which gave him a slight set in towards Cape Blanc Nez. With the flood-tide came a little breeze from the eastward, which set up rather an uncomfortable lap on the water.

On his progress across Channel Wolff passed through several patches of jelly fish, and twice ran close to a shoal of mackerel. Just before two o'clock the London turbine pleasure steamer "Kingfisher," bound to Boulogne, passed the party, and the passengers gave him a hearty cheer. Shortly afterwards a Brighton steamer came up, and the crew cheered with a hearty cheer as to Wolff's position, which was then considered to be excellent.

Wolff gave up when three miles off the French coast off Cape Blanc Nez, as a strong easterly current off the cape was drifting him towards the North Sea. The sea was lumpy towards the finish. Wolff was quite fresh when he left the water, but could make no headway, and therefore gave up.

Lord Avelbury, who is at a Mansion House, is reported to be in London at London there were seventeen or eighteen hundred charitable institutions dispensing altogether over £10,000,000 a year.

SHIPPING NEWS.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. Tamba Maru (European Line) left Singapore for this port on the 31st ult. and is expected here to-morrow.

The Apsara str. Chertina Apsara from Calcutta left Singapore on the 1st inst. after noon, and may be expected here on or about the 6th inst.

The I.G.M. str. Deyfinger carrying the German Mails with dates from Berlin of the 15th ult., left Colombo on the 2nd inst. a.m., and may be expected here on or about 12th inst.

A THREATENING STRIKE? The following Sydney telegram dated July 1st appears in the London papers:—"The secretary of the Australasian Merchant Service Guild has been requested to supply certificated officers to fill prospective vacancies in Eastern Asia, where, it is understood, a strike affecting three big shipping lines is imminent as a result of fluctuations in wages due to the varying value of the dollar. There is little prospect of the Guild according to the request."

FIRE ON THE "TAX RANG" A somewhat serious fire broke out on board the Ind China steamer "Tax Rang," 1,662 tons, Captain McCall, at 2.45 a.m. while the vessel was moored alongside the Shanghai and Hongkong Wharf. The fire broke out in the engine room, and the ship's officers succeeded in preventing the flames spreading. Assistance came from launches lying alongside, and detachments followed from the U.S.S. "Concord" and R.M.S. "Clho," while the Customs fire boat was also in attendance. With their joint efforts and useful apparatus the fire was got under, with but little damage. The cargo was practically unharmed; a native fireman was burnt to death.

TWO NORTH GERMAN LLOYD. The "North German" Lloyd announce that their service between Marseilles and Alexandria, which is at present a fortnightly one, will resume weekly sailings in the autumn by means of an additional specially constructed steamer.

CYPRUS SHIPPING BUILDING RETURNS. The Clyde shipbuilding half-yearly return shows a notable falling off. The output for the past six months was only 138,400 tons compared with 304,000 tons a year ago. Fortunately good orders are understood to be pending, but some yards are without an order.

THE AUSTRALIAN SAILING SHIPS TRADE. As a result of negotiations with the Federal Council of Marine Underwriters of Australia, the Tariff Committee have just arranged for an increase of outward and homeward cargo rates in the Australian sailing ship trade. The provisional rate came into operation on and after July 1, and the Federal Council have agreed to consider the question again before the year.

SYDNEY-SINGAPORE STEAMSHIP SERVICE. According to a Reuters telegram from Sydney, the Government has arranged to grant Messrs. Burns, Philp, and Co. a subsidy of £2,000 yearly for the establishment of a line of steamers from Sydney to the East—viz., Surabaya, Samaratna, and Batavia, on to Singapore. The Government, however, reserves the right of withdrawing the subsidy if the company transfers its head office or docking operations to Victoria, as it once thought of doing.

FIRE ON BOARD SHIP. Underwriters and others who take an apical interest in appliances for the detection and suppression of fires on board ship will be interested to learn that the Rich System has recently received an encouraging notice in the United States. The system has been awarded, by a distinguished jury of experts, the gold medal offered by the Society of America for the best device for the protection of life. It will be remembered that the apparatus was exhibited in London some time ago. The system is fitted in both the big Cunard steamers—Lusitania and the Mauretania.

A NEW N. D. L. LINE. A fashion recently adopted by the German steamship companies is to name their boats after distinguished Americans. The Hamburg-American line, for example, by christening two big steamships President Grant and President Lincoln respectively. Now the Norddeutscher-Lloyd goes one better by calling its newest Atlantic liner the George Washington. The theory is that the Americans rather like to sail in steamers whose names fill them with pride. The George Washington, by the way, is not yet off the stocks. She is to be launched in the autumn. She is a very big boat, with a tonnage of 7,000 and a length of 722ft., and will carry the enormous number of 2,541 passengers, or say, nearly of a crew of 2,500. Her 820 first-class passengers are to be disposed in 263 cabins, which is suggestive of privacy and comfort. There is also for one, two, or three passengers. In addition there are two imperial suites—luxuriously-furnished flats, in fact—a couple of state-room suites, and thirty-one extra large state-rooms for three passengers, with joint use of bath-room, and other accommodation.

THE S. AND O. CO.'S LATEST SHIP. The latest of the "Imperator" line, the Peninsular and Oriental ship, left Greenock for London recently on completing her trials. She is a 5,000-ton boat, and is to run between Aden and Bombay with passengers and mails. The Salsetta will be one of the swiftest ships possessed by her owners, for she will have a speed of over twenty knots. She will also have the distinction of being the only white-painted ship in the Peninsular and Oriental fleet. The fact that the vessel is to confine her operations to the Indian Ocean is obviously a great advantage to her owners, for she will be able to depart before taking her place on the Aden-Bombay service, the Salsetta is making a couple of preliminary pleasure cruises. The first is in August to some of the northern capitals, for which the vessel is already pretty well booked. The other is in September, the destination being Dalmatia, Venice, and Sicily.

THE RETURN OF THE SAILING SHIP. The assertion has been made that within the past five years sailing vessels have come into vogue again, after having been practically banished from the ocean for many years by the quicker and in many respects more easily controllable steamships. It is claimed that for long distances, when time of delivery is of no particular consequence, heavy cargoes can be transported much cheaper by sail than by steam. In confirmation of this statement, during the latter part of April two sailing vessels—four-masted bark, each of 2,600 registered tons—left Rotterdam for San Francisco each carrying a cargo of 2,600 tons of German coals and 500 tons of chloride of cement. One more bark, the "Hansa," is expected to follow.

SHIPPING COAL BILLS. Succeeding generations of shipowners will doubtless some day examine their predecessors' coal bills with amusement. They will wonder at the crude character of the fuel they employed. Meaning, the modern shipowner is much more exacting as to the extent of his coal account, which has of late occasionally cost a shipowner money that might have been expected to go in dividends. As a means of comparison nothing more interesting has lately been published than a table given in the "Shipping Gazette" with respect to the coal consumption of the Norddeutscher-Lloyd, the second largest steamship company in the world:

THE Following CLARETS are Selected Qualities from World renowned BORDEAUX Houses whose Wines have been in this Market for the Past Fifteen Years.

The Fact that their Sales Increase from Year to Year Proves that their Quality is Appreciated and their Price Reasonable.		Per Doz. Qts.	Per Doz. Pts.
COTES MEDOC	Nice Luncheon Wines	...	\$5.50 \$3.25
ST. EMILIE	Good Dinner Wine	...	6.50 3.75
ST. JULIEN	Superb Dinner Wine	...	8.00 4.50
ST. ESTEPHE	Superior Fine Flavour	...	10.00 5.10
COG. ST. MICHEL	"	...	12.00 6.15
CHATEAU LAROSE	High Class Wine	...	13.00 7.00

H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS,
12, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 23rd July, 1908.

Year.	Tons.	Cost.
1875	162,484	213,133
1880	229,669	130,628
1885	315,677	219,554
1890	675,771	610,632
1895	719,665	613,182
1900	1,110,261	1,039,871
1905	1,427,551	1,131,769
1907	1,733,833	1,692,560

On these figures it would appear that, while the company paid just under 16s. per ton for coal in 1905, the average price two years later was 10s. 3d. On the quantity of coal bought last year the higher price represented an extra outlay of considerably over £250,000.

REVIEW OF JAPANESE FINANCE.

BANKING CHAIRMAN'S VIEWS.

At the annual general meeting of the Anglo-Japanese Bank Sir Westby Percival, as the result of a recent visit to Japan, gave his impressions of the industrial and financial conditions of the country. Shareholders, he said, might very plausibly remark that facts were better than opinions and point out that the bank had been opened in Yokohama for some eighteen months, and little or no profit had resulted. His answer to this was that for banks in the first two or three years of their existence were able to make profits. Time was required; and it would be unreasonable to expect any variation from the almost general rule. In their case special reasons had existed why the bank did not meet with the immediate success and recognition in Japan they were led to expect. He alluded to the "speculative mania" and to the attitude which certain Government officials assumed with regard to the institution at its inception. These two serious obstacles to their progress had practically disappeared. He was not one who looked with alarm at the public finance of Japan. The attacks which had been so freely made were of the most exaggerated and unwarranted character. The South African War had disconcerted our own finance, and it was not to be supposed that Japan could emerge from her own struggle with Russia without some financial embarrassment and the necessity for placing additional burdens on her taxpayers. The people of Japan were quite able to bear all the taxation that was necessary to provide for all the Government obligations, and they would do so without a murmur. They had given the West an object-lesson in patriotism, self-sacrifice, and military prowess which they knew had to be paid for, and if from no higher motive, their national pride would cause them to defy their public obligations to the uttermost farthing. To say that the people were taxed beyond bearing point was an exaggeration of those exaggerations which had been so freely indulged in. The policy of the Government was wisely to reduce expenditure to the utmost in order to make any increased taxation as light as possible, but those who were able to form a sound opinion agreed that, if necessary, the country could stand an increase of taxation without undue inconvenience. If the incidence of taxation were slightly altered a largely increased revenue could be collected, and be very little felt. Under the present system agricultural land occupied very lightly indeed. The land tax was levied under an assessment made in 1899 on a calculation made some years previous, which now worked out at a ridiculously low figure, and an increased revenue could be derived from this source alone, more than sufficient to provide all that could possibly be required. The population had grown to nearly 60,000,000, and in 1907 the foreign trade amounted to over 928,000,000 yen, and was increasing and must rapidly grow, although naturally there would be periods of check. Japan must continue to do an increasing trade, both internal and external, and the necessity for Western capital to develop her resources was daily becoming more apparent, and provided for them the opportunity to be useful on terms of profit to themselves. The prospects of the bank were much brighter than they were last year and from this time onward he had no doubt whatever that they would move forward. Although the price of the shares was no immediate concern of the board, it was much to be regretted that sales should take place at such obviously ridiculous values, and shareholders would be wise not to believe any idle talk which they might hear regarding the bank, but to accept the assurances of the board that the capital of the bank remained intact, less the preliminary expenses and that the shares had a breaking up value to-day of over 24 a share. He moved the adoption of the report.

Mr. Saito, a shareholder, criticised several features of the report, and desired to see an amendment, but this found no seconder, and the original motion accepting the report was agreed to.

BURIED CIVILISATION.

OLIMPIES OF A FORGOTTEN CITY ON THE RED SEA.

The Royal Academy at Rome, has just published an interesting report on the result of excavations of the ancient city of Adulis near the present Zula, about eight hours' journey to the south of Massawa. The remains of the city are in a fair state of preservation under the sand of the Haddi torrent.

It appears from the report that the junction of the Egyptian coast at the time of the Ptolemies and Roman dominions did not dwell in but as they now do, but in spacious well built houses of stone, with regular streets, public buildings and temples, &c. Trade, especially in gold and ivory, was flourishing; the native kings had adopted the Roman system of weights and measures and had a coinage in gold, silver and bronze, the gold coins being especially abundant.

Noteworthy, too, is the evidence of a still more ancient form of civilisation and religion which must have existed on the Erythraean coast even prior to the conquests of Alexander the Great, and was brought into the country from Mesopotamia, with which busy intercourse was apparently maintained by coasting trade along the shores of Arabia and the Persian Gulf.

SEVERE BRUISE WOULD NOT HEAL

Instructor of Physical Development
Could Not Work for Three Weeks
—Many Remedies Failed to Cure
Wound on His Leg—In-Ten Days

CURED BY USE OF CUTICURA RESOLVENT

"I sustained a severe wound on the shin through my partner accidentally dropping a 150-lb. bar-bell on it while practicing weight-lifting feat. The wound being badly bruised as well as cut caused me great trouble and annoyance, as, through not healing quickly enough, it kept me from practicing for about three weeks. After trying several well-known remedies which did not seem to do any good, as the wound kept reopening, I purchased a bottle of Cuticura Resolvent and a tablet of Cuticura Soap. After using these twice the wound began to heal up and it never opened again. In ten days it was completely cured. I find Cuticura Soap better than any I have ever used for shaving. I also keep it in my school of Physical Development for the use of pupils after exercising. I think everybody ought to know about Cuticura. Edward Roper, 2, Hague St., Newton Heath, Manchester, Mar. 25, 1907."

WORLD FAMOUS

Cure for Torturing, Disfiguring
Skin and Scalp Humours.

The agonizing itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair and crusting of scalp, as in scalded-head; the facial disfigurement, as in acne and ringworm; and instant relief and speedy cure in the majority of cases, in warm baths with Cuticura Soap and gentle anointings with Cuticura Ointment, followed, when necessary, by mild doses of Cuticura Resolvent (liquid or pills). Cuticura Remedies are guaranteed absolutely pure under the United States Food and Drugs Act.

A Single Sheet often Cures. Sold throughout the world. Beware of cheap imitations. The S. S. Cuticura Co., New York, U.S.A. Sole Importers for India, Ceylon, and the East: Messrs. J. B. & Co., 10, Market Street, Singapore.

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INDIAN ITEMS.

Latest Indian paper to hand of the 11th inst., says:—Good rain has fallen in almost all parts of India, cyclonic storms having caused heavy falls in Rajputana and Sind, in the west, and in other parts. Agricultural operations are everywhere in progress.

The Government of Bombay has sanctioned special expenditures at the Bombay School of Art upon experimental work for the purpose of reviving the art of pottery by placing its manufacture upon a scientific basis and eventually imparting instruction to pupils at the school.

The "Pioneer" hears that the Amir of Kabul is imposing fines upon, and otherwise punishing, such of his subjects as are reported to have participated in the recent frontier fighting. The lists of offenders have been called for from various villages.

A large amount of treasure, mostly in the form of gold and silver coin of the last Muhammadan period, was recently recovered in some old forts of the Bahawalpur State. So far as is known these finds are worth a considerable sum, but how valuable they are cannot be ascertained until they have been examined by an expert. At the request of the State, the Punjab Government will depute a gentleman skilled in numismatics to report on the treasure next old weather.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 2nd at 6.30 p.m.—Black S. C. one and Ball hoisted (indicates a typhoon S.W. of Colony within 300 miles).

On the 3rd at 5.30 a.m.—Signals lowered.
On the 3rd at 12.30 p.m.—The China Sea typhoon has reached Tongking in the neighbourhood of Haiphong.

Pressure has given way slightly over Formosa and the E. coast of China, and risen a little in the Philippines.
The Pacific typhoon appears to be situated to the E. of Balinghain Channel and to be moving slowly toward N.W. The local seas, however, are still high over the Yellow Sea.

N.B. gale expected to be the Formosa Channel and unsettled squally weather over the Northern part of the China Sea.
Telegraphic communication between the Observatory and Hongkong is interrupted.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.34 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood, (*) N.E. gale, South coast of China between } N.E. winds, Hongkong and Lamooka } fresh South coast of China between } E. to N.E. Hongkong and Hainan } winds, fresh.

(*) N.W. winds, moderate or fresh; fine at first, unsettled again later.

Hongkong 8th April, 1908. 1103

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 8th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	MAHMOUD	Noon, 8th Aug.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO	NUBIA	About 12th Aug.	Freight and Passage.
SAID and MARSSEILLES	Capt. F. J. Fox		
SHANGHAI, MOJI, KOBÉ, PALMA and YOKOHAMA	Capt. G. W. Cookman, R.N.R.	About 14th Aug.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 3rd August, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 4th Aug., 4 P.M.
SHANGHAI	"YOOHONG"	On 4th Aug., 4 P.M.
MANILA	"TAMING"	On 4th Aug., 4 P.M.
WEIHAIWEI, CHEFOO and	"KUBICHOW"	On 5th Aug., 4 P.M.
TIENSIN		
HONGKOW, PAKHOI and HAIPHONG	"CHIEHLI"	On 5th Aug., 4 P.M.
AMOI, CHEFOO and NEWCHANG	"KWEIYANG"	On 8th Aug., 4 P.M.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

BROADWAY SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"SCHARNHORST"	Wed., 12th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"DERFFLINGER"	About Wed., 12th Aug.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and	"PRINZ SIGISMUND"	Thursday, 18th Aug., at 6 P.M.
MELBOURNE	Capt. D. LENZ	
KUDAT & SANDAKAN	"BORNEO"	Beginning of Aug.
	Capt. F. SIMBIL	

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 31st July, 1908.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG, and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR HAVRE & HAMBURG
S.S. SAXONIA	9th Aug.
S.S. SILVIA	23rd Aug.
S.S. SLAVONIA	6th Sept.
FOR MARSSEILLES, ANTWERP & HAMBURG:	
S.S. SPEZIA	About Mid. of Sept.
FOR HAVRE & HAMBURG:	
S.S. AMBRIA	20th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 1st August, 1908.

Hongkong Office.

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INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"CROYALANG"	Tuesday, 4th Aug., 2 P.M.
SHANGHAI	"YATSHING"	Wednesday, 5th Aug., Noon.
TIENSIN	"CHEONGSHING"	Thursday, 6th Aug., Noon.
SHANGHAI	"HANGSANG"	Thursday, 6th Aug., Noon.
MANILA	"YUENSANG"	Friday, 7th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ and	"FOKSANG"	Friday, 14th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 14th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 21 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 to 8 days in Japan; if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Canton, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

16

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Bodger	Manila	On 8th Aug., Noon.
RUBI	2540	R. W. Almond	Manila	On 15th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd August, 1908.

14

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.
FOR GENOA, MARSSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Company's Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9000 Gross Reg.—Captain F. L. Sommer)

Will be despatched as above on WEDNESDAY, 12th August, at Daylight. Every known Comfort provided on Board for Travellers: First Class Staterooms. Amidships comprising ordinary Two-Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest Passage Rates to Europe and Around-the-World. For further particulars, apply to

NIPPON YUSEN KAISHA.

1069

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	SAILING DATES 1908.
MARSSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	BINGO MARU, Capt. A. Christensen, Tons 8317	WED., 5th Aug., at Daylight.
VICTORIA, H.C. and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIDZU and YOKOHAMA	KAWACHI MARU, Capt. H. Petersen, Tons 8101	WED., 19th Aug., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Capt. M. Yagi, Tons 6144	TUESDAY, 18th Aug., at 4 P.M.
NAGASAKI, KOBÉ and YOKOHAMA	YUO MARU, Capt. S. Ishikawa, Tons 6320	TUESDAY, 1st Sept., at 4 P.M.
KOBÉ and YOKOHAMA	KUMANO MARU, Capt. N. Mathieson, Tons 5078	FRIDAY, 7th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	YAWATA MARU, Capt. K. Homma, Tons 3817	FRIDAY, 4th Sept., at Noon.
SHANGHAI, MOJI and KOBÉ	YAWATA MARU, Capt. K. Homma, Tons 3817	WED., 5th Aug., at Noon.
	TAMBA MARU, Capt. C. H. Butler, Tons 6131	FRIDAY, 7th Aug., at Noon.
	WAKAMIYA MARU, Capt. T. Yamawaki, Tons 4723	SUNDAY, 9th Aug., at Noon.
	YEBOSHI MARU, Capt. B. Kon, Tons 497	FRIDAY, 14th Aug., at Noon.

Fitted with Marconi's System of Wireless Telegraphy.

Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

Hongkong, 1st August, 1908.

T. KUSUMOTO,
MANAGER.

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EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
VLADIVOSTOK	"ARCONIA"	End of July.
SINGAPORE, CALCUTTA & COLOMBO	"CURONIA"	On 14th August.
SHANGHAI, YOKOHAMA & KOBÉ	"CATHAY"	Middle of Aug.
MARSSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

Hongkong, 18th July, 1908.

MELOHERS & CO.,
AGENTS.

6

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chikung, (Faking Tientsin) Kobe, Yokohama, Genoa, to Hongkong in 30 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland and Europe via Vancouver. YOKOHAMA to LONDON and PARIS 13 DAYS.

YOKOHAMA to LONDON and PARIS 20 DAYS.

HOMeward via MAGILLAN STRAIT:—Mexico, Lower Plata, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS.

QUESSANT	27th Aug.	MALTE	12th Oct.
		CELAN	28th Nov.
		CORSE	11th Jan. 09

No Passengers + Intermediate Class and Rate of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins. All Round the World. Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, AGING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

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THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
SIBERIAN RAILWAY. The principal STEAMSHIP LINES and TRANS.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.Head Office for the Far East:—
10, D'S VUEUX ROAD,
HONGKONG.Japan Office:—
14, WATER STREET,
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.

AKER, Norwegian str., 1899, Gullickson, 1st August—Moji 25th July, Coal—Wallem & Co.

AMARA, British str., 1526, Matlock, 19th July—Hongkong 16th July, Coal—Jardine, Matheson & Co.

ANNA, Norwegian str., 1017, Hantzen, 25th July—Otaru 14th July, Railway Sleepers—Aagaard, Thorsen & Co.

APRORITH, British str., 2325, J. H. Smith, 21st July—Maroran 21st July, Coal—Dodwell & Co.

ARABATON APGAR, British str., 2931, A. Stewart, 29th July—Calcutta & Singapore 29th July, General—David Sassoon & Co., Ltd.

BARRA, British str., 2404, Whyte, 24th July—New York 7th May, and Durban 28th June, Case Oil—Standard Oil Co.

BELLROPHON, British str., 5727, J. Bartlett, 30th July—Liverpool via Manila 20th June, General—Butterfield & Swire.

BORNEO, German str., 1344, F. Sembill, 28th July—Saddan 23rd July, Molokha & Co.

CHILLI, British str., 1142, J. Warrack, 27th July—Haiphong 22nd July, Pakhoi 23rd, and Hothow 26th, Rice and General—Butterfield & Swire.

CROSTANG, British str., 1424, A. E. Sandback, 29th July—Shanghai 24th, and Swatow 28th, General—Jardine, Matheson & Co.

CRUSANG, British str., 1418, W. E. Sawyer, 30th July—Proboli go, Java 21st July, Sugar—Jardine, Matheson & Co.

COURTIER, British str., 4897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.

DAKOTA, British str., 2743, Row 24th July—San Francisco, B.K. Oil—Standard Oil Co.

GLENFART, British str., 3721, H. W. L. Holmer, 31st July—Vancouver B.C., July 2nd and Shanghai 28th, General—C. P. R. Co.

GREGORY APGAR, British str., 2961, S. H. Holson, 29th July—Moji 21st July, General—David Sassoon & Co., Ltd.

HAICHING, British str., 1367, W. C. Passmore, 1st Aug.—Coast Ports 21st July, General—Douglas, LaPraik & Co.

INVERAN, British str., 2853, Marshall, 30th July—New Castle 11th July, Coal—Arnhold, Karberg & Co.

ITAKA, German str., 1446, W. Vogel, 28th July—Chinkiang 24th July, General—Hamburg-Amerika Linie.

KATHARINE PARK, British str., 3075, W. H. Copp, 31st July—Calcutta via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.

KIKOPEING, Chinese str., 1222, H. Uddin, 31st July—Wuhu and Chinkiang 23rd July, Rice—Chinese.

KNIVBERG, German str., 613, Hank, 1st Aug.—K. C. Wan 28th July, and Macao 1st August, General—Jensen & Co.

KORSEKANG, German str., 1292, C. Roselofsky, 26th July—Bangkok July 19th and Hothow 25th, Rice—Butterfield & Swire.

KWANG, Chinese str., 1465, R. Lincoln, 20th July—Shanghai 25th July, General—Chinese.

LAUREN, British str., 1340, H. C. Frampton, 25th July—Saigon 21st July, General—Chinese.

LAISANG, British str., 2324, E. J. Tadd, 20th July—Calcutta 21st July, and Singapore 15th, General—Jardine, Matheson & Co.

LEUNGCHOW, British str., 1214, H. Harder, 21st July—Newchwang 15th July, General—Butterfield & Swire.

LOOSD, German str., 1020, G. Schultze, 30th July—Bangkok 23rd July, Rice—Butterfield & Swire.

MANCHE, French str., 2444, J. H. Morton, 20th July, Rice—Messageries Maritimes.

MANDAL, Norwegian str., 1193, Gabrielsen, 31st July—Borneo 25th July, Coal—Wallem & Co.

MEEFOO, Chinese str., 1339, J. MacArthur, 2nd Aug.—Shanghai 30th July, General—Chinese.

MONGOLIA, American str., 8750, H. E. Morton, 27th July—San Francisco 30th June, and Shanghai 23rd July, Mail and General—Pacific Mail Steamship Co.

NERITE, Dutch str., 1453, Westers, 29th July—Port Bukom 21st and Saigon 24th, Kerosene Oil—Asiatic Petroleum Co.

QUINJA, German str., 987, F. Frahm, 31st July—Saigon 27th July, Rice—Siemens & Co.

SHOYU MARU, Japanese str., 998, I. chū, 2nd Aug.—Yamoi via Amoy and Saigon 1st Aug., General—Osaka Shosen Kaisha.

SOLSTAD, Norwegian str., 897, H. Malmson, 30th July—Haiphong 28th July, Rice and General—A. B. Marly.

STANDARD, Norwegian str., 394, H. N. Bull, 17th July—Singapore 10th July, General—Wallem & Co.

SUNGKIANG, British str., 987, G. H. Pennefather, 27th July—Cebu and Iloilo 24th July, Sugar—Butterfield & Swire.

TANCO, British str., 1345, A. Somerville, 31st July—Manila 28th July, General—Butterfield & Swire.

TELAMACHUS, British str., 4892, J. H. Goodwin, 25th July—Shanghai 24th July, General—Butterfield & Swire.

TUIYATAP, Dutch str., 2475, van Emmerick, 1st August—Mussaur 24th July, General—Java-China-Japan Lijn.

TUPANAS, Dutch str., 2444, A. Pander, 1st August—Moji 27th July, Coals—Java-China-Japan Lijn.

WONKOK, German str., 1115, W. Reber, 25th July—Bangkok 21st July, and Siatow 27th, General—Butterfield & Swire.

YAGONG, British str., 1424, M. Goulet, 1st Aug.—Chinkiang 27th July, General—J. Gine, Matheson & Co.

YOKOHAMA, British str., 1233, F. Northcombe, 28th July—Shanghai 24th July, General—Butterfield & Swire.

JUTREK, British ship, 2482, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.

KING GEORGE, British ship, 2037, Tucker, 2nd July—New York 12th March, Case Oil—Standard Oil Co.

PRINTING.

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAITS NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898.

Cutler, Palmer & Co.'s



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SPECIAL

POST OFFICE NOTICE

The Delhi, with the English mail of the 10th July left Singapore on Friday, the 31st ult. at 6.30 p.m. and may be expected here on or about Wednesday, the 5th instant, at daylight. This packet brings replies to letters despatched from Hongkong on the 8th June, and the parcel mails closed in London for despatch by the air sea route on the 1st July, and for despatch overland on the 7th July.

FOR	PER	DATE
Singapore, Penang and Calcutta	Chongyong	Tuesday, 4th, 10.00 A.M.
Singapore, Penang and Calcutta	Gregory Apcar	Tuesday, 4th, 10.00 A.M.
Amoy, Manila, Cebu and Iloilo	Sungkiang	Tuesday, 4th, 1.00 P.M.
Bangkok, Swatow, Amoy and Fookchow	Kohsiang	Tuesday, 4th, 1.00 P.M.
Shanghai, Yokohama, Kobe and Moji	Haiching	Tuesday, 4th, 1.15 P.M.
Wellsuwei, Chefoo and Tientsin	Arratoon Apcar	Tuesday, 4th, 2.00 P.M.
Manila	Kwaichow	Tuesday, 4th, 3.00 P.M.
Shanghai	Yochow	Tuesday, 4th, 3.00 P.M.
Hohow, Pakhoi and Haiphong	Chihli	Tuesday, 4th, 5.00 P.M.
Kochinotau, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle	Bellorophon	Tuesday, 4th, 5.00 P.M.
Singapore, Penang and Colombo	Bingo Maru	Tuesday, 4th, 5.00 P.M.
Nagasaki, Kobe and Yokohama	Yawata Maru	Wednesday, 5th, 11.00 A.M.
Tientsin	Cheongching	Wednesday, 5th, 1.15 P.M.
Manila	Sai Tai	Wednesday, 5th, 3.00 P.M.
Shanghai, Chobiro, Samarang, Soerabaya and Macassar	Hongkong	Wednesday, 5th, 4.00 P.M.
Amoy and Kiangshai	Tyldap	Wednesday, 5th, 4.00 P.M.
Manila, Thursday Island, Cocktown, Chaiyap, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle	Kumano Maru	Friday, 7th, 11.00 A.M.
Manila	Sai Tai	Friday, 7th, 1.15 P.M.
Manila	Yuenang	Friday, 7th, 3.00 P.M.
Manila	Zafire	Saturday, 8th, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver	Glenfarg	Saturday, 8th, 10.00 A.M.
Manila	Amongia	Saturday, 8th, 11.00 A.M.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS

ON LONDON	August 1st
Telegraphic Transfer	103.7
Bank Bills, on demand	103.7
Bank Bills, at 30 days sight	103.7
Bank Bills, at 4 months sight	103.7
Credit, at 4 months sight	103.7
Documentary Bills 4 months sight	103.7
ON PARIS	August 1st
Bank Bills, on demand	225
Credit, at 4 months sight	229
ON NEW YORK	August 1st
Bank Bills, on demand	49
Credit, at 60 days sight	44
ON BOMBAY	August 1st
Bank, on demand	185
Telegraphic Transfer	185
ON CALCUTTA	August 1st
Bank, on demand	185
Telegraphic Transfer	185
ON SHANGHAI	August 1st
Bank, at sight	744
Private, 30 days sight	752
ON YOKOHAMA	August 1st
On demand	77
On 3 months sight	77
ON MANILA	August 1st
On demand	91 p.m.
On 3 months sight	91 p.m.
ON BANGKOK	August 1st
On demand	84
On 3 months sight	84
On 6 months sight	84
On 9 months sight	84
On 12 months sight	84
On 15 months sight	84
On 18 months sight	84
On 21 months sight	84
On 24 months sight	84
On 27 months sight	84
On 30 months sight	84
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On 840 months sight	84
On 843 months sight	84
On 846 months sight	84
On 849 months sight	84
On 852 months sight	84
On 855 months sight	84
On 858 months sight	84
On 861 months sight	84
On 864 months sight	84
On 867 months sight	84
On 870 months sight	84
On 873 months sight	84
On 876 months sight	84
On 879 months sight	84
On 882 months sight	84
On 885 months sight	84
On 888 months sight	84
On 891 months sight	84
On 894 months sight	84
On 897 months sight	84
On 900 months sight	84
On 903 months sight	84
On 906 months sight	84
On 909 months sight	84
On 912 months sight	84
On 915 months sight	84
On 918 months sight	84
On 921 months sight	84
On 924 months sight	84
On 927 months sight	84
On 930 months sight	84
On 933 months sight	84
On 936 months sight	84
On 939 months sight	84
On 942 months sight	84
On 945 months sight	84
On 948 months sight	84
On 951 months sight	84
On 954 months sight	84
On 957 months sight	84
On 960 months sight	84
On 963 months sight	84
On 966 months sight	84
On 969 months sight	84
On 972 months sight	84
On 975 months sight	84
On 978 months sight	84
On 981 months sight	84
On 984 months sight	84
On 987 months sight	84
On 990 months sight	84
On 993 months sight	84
On 996 months sight	84
On 999 months sight	84

VESSELS EXPECTED.

THE ENGLISH MAIL

The P. & O. str. Delhi left Singapore for this port on the 31st ult. at 6.30 p.m. with the outward English Mail, and is due here to-morrow at about 8 a.m.

THE CANADIAN MAIL

The C.P.R. str. Empress of India left Vancouver on the 15th ult. p.m. for Hongkong via the usual ports of call.

THE AMERICAN MAIL

The new T.K.K. str. Togo Maru sailed from Yokohama on the 30th ult. and will be due to arrive at Hongkong on the 10th inst.

THE INDIAN MAIL

The Indo-China str. Fooking left Calcutta for this port via the Straits on the 29th ult. and may be expected here on or about 14th inst.

THE GERMAN MAIL

The J.G.M. str. Manila left Sydney on the 30th ult. p.m. and may be expected here on or about the 21st inst.

MERCHANT STEAMERS

The N.Y.K. str. Kure Maru (Australian Line) left Nagasaki for this port on the 31st ult. and is expected here to-day.

The N.G.I. str. Ichi Maru left Singapore for this port on the 29th ult. and may be expected here to-day.

The Ben Line str. Benlog from Antwerp and London left Singapore on 31st ult. for this port.

The N.Y.K. str. Aki Maru (American Line) left Kobe for this port via Moji and Shanghai on 31st ult. and is expected here on 9th inst.

The American & Oriental Line str. Jaserio from New York is due here on or about 10th inst.

The C.P.R. str. Leeward left Vancouver a.m. on the 27th ult. for Hongkong via the usual ports of call.

The str. Saint Patrick left New York on the 28th ult. for Hongkong via ports.

PASSENGERS

Per Cheongching, from Tientsin, &c., Mr. and Mrs. Hancock.

Per Rajah, from Bangkok, Mr. and Mrs. Iseaki, and Mr. Nagel.

Per Yuenang, from Manila, Mrs. P. Karl, Mrs. H. Mand and 2 children.

Per Pilsanvick, from Bangkok, &c., Rev. and Mrs. A. P. Barrett and 2 children, Mrs. F. L. Snyder and son, Dr. Charles O. Walker.

Per Yarra, for Hongkong, from Marseilles, Mrs. Antioch, and Mr. Bessell; from Singapore, Messrs. B. P. O'Neil, D. Naylor, Bernard Wolfe, G. Wells and O'Connell; from Saigon, Mrs. Bessell, Mrs. M. Chassard, Messrs. Slater, Litchington, Wager and de Monnier; for Shanghai, from Singapore, Messrs. J. Van Manly, G. B. Taye and Geo. Morrison; from Saigon, Speidel and Riccio; for Kobe, from Colombo, Mr. Skimmo; for Yokohama, from Saigon, Mr. and Mrs. Montenegro, & Mr. Ascoli.

Per Yuenang, from Shanghai, for Hongkong, Mrs. Frisch, Capt. Wetzel, Rev. L. Fesselt, Rev. Bourdieu, Rev. Etienne, Messrs. Van Dusen, B. A. Thomson, M. Neill, Tyack and S. J. Gaining; for Saigon, Messrs. A. Signat, M. Silver and D. Strasse, and Mr. A. Franck; for Colombo, Mrs. Rybakoff; for Aden, Mr. Blatz; from Yokohama, for Singapore, Messrs. Tanino, Marata and Hor, Mr. S. Yokoyama; for Marseilles, Mrs. Louise Martin, Rev. Franceschi, Messrs. Ranson, Rev. Vandoeil, Dubenil, J. B. Lucas, Cronch, Chavet, Le Calvez, Le Stang, Ohano, Witte, Omry, Ciel, List, Bozoo, O. Paoli, L. Burget, Durand and Pasquini.

Per Bings Maru, from Japan, &c., for Hongkong, Mr. and Mrs. E. G. Shields, Mr. and Mrs. W. F. Smith, Mrs. T. Miyazaki and child, Misses F. Jones and K. Sato, Messrs